Gen. ... Co.
DEC 29 1896
San Francisco, Cal.

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 28

FOR THE

SAN JOAQUIN DIVISION.

To Take Effect Wednesday, December 30, 1896, at 8.00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

J. A. FILLMORE,
Manager.

D. BURKHALTER,
Superintendent.

G. F. RICHARDSON,
Master of Transportation.

SAN JOAQUIN DIVISION: Mendota and Goshen Junction.

FROM SAN FRANCISCO.

Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 28, Dec. 30, 1896. STATIONS.	DISTANCE FROM GOSHEN JUNCTION.	TOWARD SAN FRANCISCO. First Class.					Second Class.			
71 Local Freight. Daily.	27 Local Freight. Daily.	21 Through Freight. Daily.	23 Sunset Frt. Limited. Daily.		1001 Sunset Limited. Wed. and Sunday.	31 Passenger and Freight. Daily.	29 Passenger and Freight Daily.	17 Los Angeles Express. Daily.				18 Los Angeles Express. Daily.	30 Passenger and Freight. Daily.	32 Passenger and Freight. Daily.	1000 Sunset Limited. Thurs. and Sunday.		24 Steamer Frt. Limited. Daily.	22 Through Freight. Daily.	28 Local Freight. Daily.	70 Local Freight. Daily.
.....	.....	A M LV 4.30	A M LV 2.00	.....	P M LV 10.05	.....	.....	P M LV 4.30	.....	SAN FRANCISCO	.....	A M AR 10 45	... .	.....	P M AR 12.45	.....	A M AR 11.59	A M AR 5.00	.....	.....
A M LV 5.05	A M LV 6.10	P M LV 5.10	P M LV 1.40	.....	A M LV 3 15	.....	.....	P M LV 11.45	*175.45*	dn. MENDOTA ... W.	*71.07*	A M AR 3.55	.....	.....	A M AR 7.50	.....	A M AR 12.30	A M AR 4.20	P M AR 6.30	P M AR 6.45
5.13	6.20	5.20	1.45	.....	3.18	.....	.....	11.48	*178.05*	2.60 Whites Bridge	*68.47*	3.45	.....	.....	7.47	.....	12.20	4.05	6.15	6.35
5.38	6.45	**5.55** / **6.10**	2.09	.....	**3.32**	.....	.....	*f* **11.59**	*185.35*	7.30 Jamesan	*61.17*	*f* **3.32**	.. ..	.....	7.35	.....	A M **11.59**	**3.32**	**5.55**	**6.10**
6.05	**7.22**	6.40	2.35	.....	3.45	.....	.....	*s* A M 12.13	*193.85*	8.50 dn. COLLIS ... W.	*52.67*	3.15	.....	.....	**7.22**	.....	11.20	2.50	5.20	5.45
6.05	.....	.....	.....	.....	3.45	.....	.....	12.13	*193.85*	dn. COLLIS ... W.	*15.39*	*s* 3.15	.....	.....	**7.22**	.....	.....	.....	.....	5.45
6.19	.....	.....	.....	.....	3.53	.....	.....	12.21	*199.35*	5.50 Rolinda	*9.89*	3.06	.....	.....	7.13	.....	.....	.....	.....	5.30
6.30	.....	.....	.....	.....	3.59	.....	.....	12.29	*203.35*	4.00 Pratton	*5.89*	3.00	....	.....	7.07	.....	.....	.....	.....	5.17
6.58 A M AR	.....	.....	.....	.....	4.08 A M AR	.....	.....	12.40 A M AR	*209.24*	5.89 dn. FRESNO ... W.	*0.00*	2.50 A M LV	.....	.....	**6.58** A M LV	.....	.....	.....	.....	5.00 P M LV
.....	**7.22**	6.40	2.35	.....	.....	.....	.....	.....	*193.85*	dn. COLLIS ... W.	*52.67*	.....	.....	.....	.....	.....	11.20	2.50	5.20	.....
.....	7.42	7.00	2.50	.....	.....	.....	.....	.....	*200.55*	6.70 McMullin	*45.97*	.....	.....	.....	.....	.....	10.55	2.25	4.50	.....
.....	8.00	7.15	3.10	.....	.....	.....	.....	.....	*205.95*	5.40 Ormus	*40.57*	.....	.....	.....	.....	.....	10.40	2.10	4.28	.....
.....	8.15	7.32	3.25	.....	.....	.....	.....	.....	*211.55*	5.60 d. Caruthers	*34.97*	.....	.....	.....	.....	.....	10.20	1.50	4.05	.....
.....	8.35	7.50	**3.40**	.....	.....	.....	.....	.....	*217.65*	6.10 Cando ..... W.	*28.87*	.....	.....	.....	.....	.....	9.59	1.30	**3.40**	.....
.....	8.50	8.00	3.50	.....	.....	.....	.....	.....	*221.45*	3.80 d. Lillis	*25.07*	.....	.....	.....	.....	.....	9.44	1.15	3.10	.....
.....	9.00	8.10	4.00	.....	.....	.....	.....	.....	*223.85*	2.40 Hardwick	*22.67*	.....	.....	.....	.....	.....	9.35	1.05	3.00	.....
.....	9.50	8.35	4.20	.....	.....	.....	.....	.....	*230.22*	6.37 dn. ARMONA ... W.	*16.30*	.....	.....	.....	.....	.....	9.15	12.40	**2.40**	.....
.....	.....	.....	.....	.....	.....	A M LV 11.45 P M 12.15	.....	.....	*274.62*	ALCALDE	*60.70*	.....	A M AR 11.15	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	12.45	.....	.....	*269.62*	5.00 Coalinga	*55.70*	.....	10 50	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1.10	.....	.....	*261.22*	8.40 Stanley	*47.30*	.....	10.20	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1.50	.....	.....	*254.02*	7.20 d. Huron	*40.10*	.....	9.55	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	2.05	.....	.....	*240.57*	13.45 Lethent	*26.65*	.....	9.15	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	2.25	A M LV 5.55	.....	*236.72*	3.85 Heinlen	*22.80*	.....	9.00	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	**2.40**	6.10	.....	*235.12*	1.60 d. Lemoore	*21.20*	.....	{ 8.55 / 8.35	P M AR 8.30	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	*230.22*	4.90 dn. ARMONA ... W.	*16.30*	.....	8.25	8.10	.....	.....	.....	.....	.....	.....
.....	9.50	8.35	4.20	.....	.....	**2.40**	6.10	.....	*230.22*	dn. ARMONA ... W.	*16.30*	.....	8.25	8.10	.....	.....	9.15	12.40	**2.40**	.....
.....	10.45	**9.05**	4.30	.....	.....	{ 3.00 / 5.45	6.20	.....	*233.32*	3.10 d. Hanford	*13.20*	.....	8.15	8.00	.....	.....	**9.05**	12.25	2.00	.....
.....	11.10	9.38	4.45	.....	.....	6.05	6.35	.....	*238.52*	5.20 Remnoy	*8.00*	.....	8.00	7.40	.....	.....	8.42	12.10	1.15	.....
.....	**11.35** A M AR	10.00 P M AR	5.10 P M AR	.....	.....	6.30 P M AR	7.00 A M AR	.....	*246.52*	8.00 dn. COSHEN JC .. W.	*0.00*	.....	7.40 A M LV	7.25 P M LV	.....	.....	8.20 P M LV	A M 11.45 P M LV	**12.50** P M LV	.....
Daily.	Daily.	Daily.	Daily.		Wed and Sunday.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Thurs. and Sunday.		Daily.	Daily.	Daily.	Daily.

Note carefully that Train No. 1000 leaves Los Angeles on Wednesday and Saturday only, and No. 1001 leaves Mendota on Wednesday and Sunday only.

SAN JOAQUIN DIVISION: Saugus and Elwood.

Burbank and Chatsworth Park.

FROM S. F. 2d Class. 59 Freight and Pass. Daily. Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 28, Dec. 30, 1896. STATIONS.	DISTANCE FROM CHATSWORTH PARK.	TOWARD S. F. 2d Class. 60 Freight and Pass. Daily. Ex. Sun.
A M LV 9.40	482.26	dn LOS ANGELES W. 30.61	30.4	P M AR 4.12
A M LV 10.30	473.2	d BURBANK 2.2	21.3	P M AR 3.20
10.40	475.4	Macneil 1.8	19.1	3.10
10.46	477.2	Lankershim 1.7	17.3	3.04
10.57	478.9	Garnsey 1.2	15.6	2.53
11.04	480.1	Kester 4.6	14.4	2.46
11.25	484.7	Encino 1.9	9.8	2.25
11.32	486.6	Reseda 4.3	7.9	2.18
11.53	490.9	Canoga 3.6	3.6	1.57
P M 12.10 P M AR	494.5	d CHATSWORTH PARK W	0.0	P M LV 1.40
Daily. Ex. Sun.				Daily. Ex. Sun.

FROM SAN FRANCISCO.

2d Class. 57 Way Freight Tuesday, Saturday.	2d Class. 55 Way Freight. Monday, Wed'sday, Friday.	First Class. 53 S. Barbara Passenger. Daily.	First Class. 51 S. Barbara Passenger. Daily.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 28, Dec. 30, 1896. STATIONS.	DISTANCE FROM ELWOOD.
.....	A M LV 8.12	P M LV 4.00	A M LV 8.00	482.26	dn LOS ANGELES W. 30.61	122.11
.....	A M LV 11.30	P M LV 5.40	A M LV 9.30	451.65	d SAUGUS W. 4.50	91.50
.....	11.42	f 5.47	f 9.37	456.15	Castaic 9.80	87.00
.....	P M 12.13	f 6.06	f 9.56	465.95	Camulos 2.20	77.20
.....	12.30	s 6.11	s **10.05**	468.15	d Piru W. 2.20	75.00
.....	12.45	f 6.16	f 10.11	470.35	Buckhorn 5.20	72.80
.....	1.15	s **6.30**	s 10.23	475.55	d Fillmore 2.90	67.60
.....	1.40	f 6.36	f 10.29	478.45	Sespe 7.10	64.70
.....	2.05 / 2.25	s 6.50	s 10.44	485.55	d Santa Paula W. 7.10	57.60
.....	3.00	s 7.05	s **10.59**	492.65	d Saticoy 4.20	50.50
.....	3.30	s 7.15	s 11.07	496.85	d Montalvo 5.20	46.30
.....	4.10	s 7.26	s 11.16	502.05	d San B. Ventura W. 9.50	41.10
.....	**4.59**	f 7.45	f 11.34	511.55	Seacliff 7.60	31.60
.....	5.40	s 8.01	s 11.49	519.15	d Carpinteria W. 4.00	24.00
.....	6.00	f 8.11	f 11.57	523.15	Ortega 0.95	20.00
.....	6.15	f 8.14	f 11.59	524.10	Summerland 5.35	19.05
A M LV 5.00	P M AR 7.00	s 8.28	P M s 12.12	529.45	d STA. BARBARA 2.10	13.70
5.15	.....	8.43	12.25	531.55	Victoria St. 4.30	11.60
5.30	.....	P M AR	P M AR	535.85	Hopevale 3.10	7.30
5.40	.....	.....	.....	538.95	Goleta 1.50	4.20
5.50	.....	.....	.....	540.45	La Patera W. 2.70	2.70
6.00	.....	.....	.....	543.15	ELWOOD	0.00
A M AR						
Tuesday, Saturday.	Monday, Wed'sday, Friday.	Daily.	Daily.			

TOWARD SAN FRANCISCO.

First Class. 52 S. Barbara Passenger. Daily.	First Class. 54 S. Barbara Passenger. Daily.	2d Class. 56 Way Freight. Tuesday, Thursday, Saturday.	2d Class. 58 Way Freight. Tuesday, Saturday.
P M AR 12.10	P M AR 8.40	P M AR 6.20	
A M AR 10.40	P M AR 7.18	P M AR 3.00	
f 10.31	f 7.10	2.40	
f 10.11	f 6.52	2.00	
s **10.05**	s 6.46	1.40	
f 9.58	f 6.40	1.25	
s 9.47	s **6.30**	1.00	
f 9.41	f 6.24	12.45	
s 9.26	s 6.10	P M 12.15 / 11.35	
s 9.11	s 5.56 / 5.36	**10.59**	
s 9.02	s 5.27	10.15	
s 8.51	s 5.17	9.40	
f 8.32	f **4.59**	9.05	
s 8.16	s 4.44	8.40	
f 8.06	f 4.34	8.20	
f 8.03	f 4.31	8.15	
s **7.50**	s 4.18	**7.50**	A M AR 7.25
7.40	4.08	A M LV	7.10
A M LV P M LV			6.55
			6.45
			6.35
			6.25
			A M LV
Daily.	Daily.	Tuesday, Thursday, Saturday.	Tuesday, Saturday.

No. 59 has right of track to Chatsworth Park against No. 60.

No. 57 has right of track to Elwood against No. 58.

SPECIAL RULES.

1. Engineers and conductors must examine bulletin board daily in the telegraph offices at Mendota, Fresno, Goshen Junction and Bakersfield.

2. The speed of passenger and freight trains must not exceed fifteen and eight miles per hour respectively while crossing the bridges over the San Joaquin, Kings and Kern rivers.

3. The limits of Fresno yard are from Standard Oil Co. Spur on the north to junction of the Porterville Branch on the south. The northern limit of Famoso yard is the junction of the Porterville Branch with the main line. The northern limit of Bakersfield yard is one quarter of a mile north of the most northern switch. The southern limits of Bakersfield yard will extend to Corral Track, and all trains will proceed with care within these limits.

4. All trains must enter the yards at Mojave, Saugus, Fresno, Goshen Junction, Tulare, Famoso, Mendota, Collis, Armona and Bakersfield with care, and under full control, expecting to find main track occupied.

5. In addition to junction points and terminals, Tehachapi, Palmdale, Vincent and Fernando will be registering stations.

6. All trains must procure either orders or clearance cards before leaving their terminal stations, except at Alcalde, Asphalto and Elwood.

7. At Collis the switch in the West Side main line between the water tank and the depot will be kept set for the siding, which siding through the Collis Yard, including the curve connecting it with the Fresno line, will be used as the Mendota-Fresno main line. At Armona the switch will be left set so as to make the Collis-Goshen line the main line.

8. Trains on the Alcalde Branch moving toward Alcalde will be regarded as going toward San Francisco as indicated on the Time Card.

Trains moving toward Fernando Tunnel will not pass the block signals when semaphores show *red*. Conductors and engineers will watch these signals closely when passing over them, and report from first telegraph office all cases of their failure to work.

SPECIAL RULES.

All Trains will use at least *seven minutes* in passing through *San Fernando tunnel* (at a uniform rate of speed) and keep *red lights* burning on rear of train; and all engines must have head-light burning before entering tunnel.

Santa Barbara yard will extend to and include *Victoria Street station.* Trains will run with care.

Mojave will be terminal point for all trains.

Freight trains Nos. 25, 26, 27, 28, 55, 56, 57, 58, 63, 64, 65, 66, and Trains Nos. 21 and 22, east of Bakersfield, may carry passengers; no other freight trains will carry passengers, except on a special order, or as per Rule 242.

The limits of *Los Angeles yard* will extend to the *Yard-limit board west of the Los Angeles River;* and all trains will proceed with care within these limits.

All passenger trains, except Trains Nos. 17, 20, 1000 and 1001, will stop on signal at Dundee and Roscoe Spurs, between Pacoima and Burbank.

All passenger trains will stop on signal at Montecito, Smith's Spur, Miramar, and Brownstone Spur.

All east-bound trains must be under full control before passing through *tunnel just west of Saugus.* Speed must be reduced so that it will not be possible to strike any train or engine doing work at west switch. This, however, will not relieve conductors of responsibility of properly protecting their trains when standing at or doing work at that station.

Trains descending grade between *Tehachapi* and *Caliente*, and between *Vincent* and *Lang*, will keep fifteen (15) minutes apart, and it will be the duty of agents and operators to *flag* and advise any train following another within that limit. Freight trains may follow light engines ten (10) minutes apart.

Pusher engines, when coupled to rear end of train, *must in all cases cut off to take water.*

Passenger trains will not exceed a speed of twenty miles per hour between *Tehachapi* and tunnel west of *Caliente*, or twenty-two miles per hour between *Palmdale* and *Saugus.*

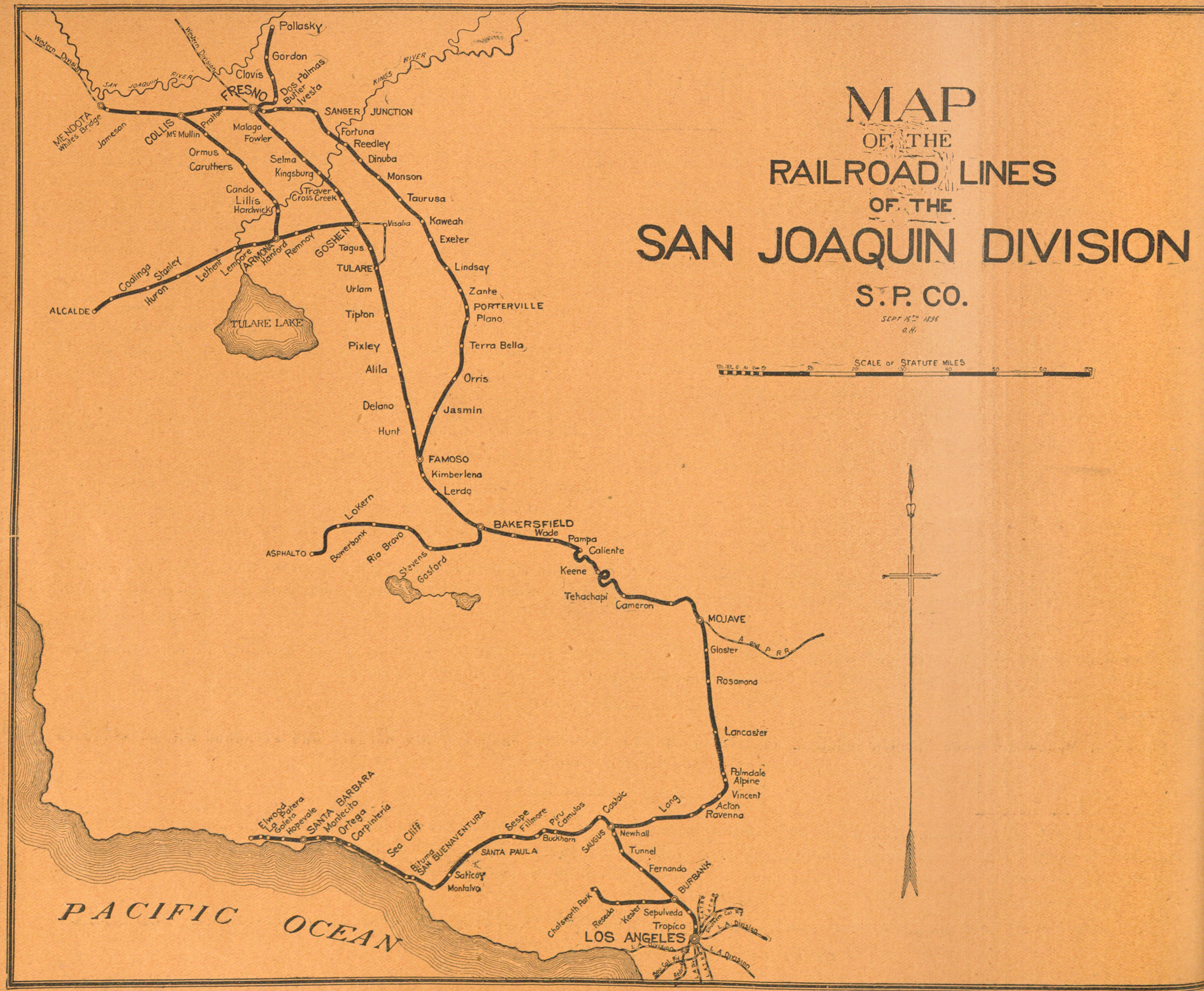
Freight trains will not exceed a speed of fifteen miles per hour between those points, or twenty-five miles per hour over any part of division.

Trains ascending grades will take siding for opposing trains of same class, except at points where necessary to take water between switches on main line. This will apply to freight trains of all classes at meeting points made by Dispatcher.

Clocks at Mendota, Fresno, Goshen Junction, Bakersfield, Mojave, Palmdale, Saugus, Santa Barbara and Fernando will be Standard time for this Division.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.


MAP
OF THE
RAILROAD LINES
OF THE
SAN JOAQUIN DIVISION
S. P. CO.
SEPT 16TH 1896
O.H.
SCALE OF STATUTE MILES
Pollasky
Gordon
Clovis
Dos Palmas
Butler
Ivesta
FRESNO
SANGER JUNCTION
Fortuna
Reedley
Dinuba
Monson
Taurusa
Kaweah
Exeter
Lindsay
Zante
PORTERVILLE
Plano
Terra Bella
Orris
Jasmin
FAMOSO
Kimberlena
Lerdo
BAKERSFIELD
Wade
Pampa
Caliente
Keene
Tehachapi
Cameron
MOJAVE
A and P R R
Gloster
Rosamond
Lancaster
Palmdale
Alpine
Vincent
Acton
Ravenna
Long
Castaic
SAUGUS
Newhall
Tunnel
Fernando
BURBANK
Sepulveda
Tropico
LOS ANGELES
Chatsworth Park
Reseda
Kester
Buckhorn
Piru
Camulos
Fillmore
Sespe
SANTA PAULA
Saticoy
Montalvo
SAN BUENAVENTURA
Bituma
Sea Cliff
Carpinteria
Ortega
Montecito
SANTA BARBARA
Hopevale
Goleta
La Patera
Elwood
ASPHALTO
Bowerbank
Lokern
Rio Bravo
Stevens
Gosford
TULARE LAKE
ALCALDE
Coalinga
Huron
Stanley
Lethent
Lempore
ARMONA
Hanford
Remnoy
GOSHEN
Tagus
TULARE
Visalia
Urlam
Tipton
Pixley
Alila
Delano
Hunt
Cando
Lillis
Hardwick
Traver
Cross Creek
Kingsburg
Selma
Malaga
Fowler
Prattom
COLLIS
McMullin
Ormus
Caruthers
MENDOTA
Whites Bridge
Jameson
Western Division
SAN JOAQUIN RIVER
KINGS RIVER
PACIFIC OCEAN